

"DORTMUND"
PILSENER BEER
Gaining in popularity, for exports
pronounced it excellent.
\$18 per Case of 6 Dozen Pints.
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

THE ONLY GENUINE
TANSAN
IS BOTTLED BY
J. CLIFFORD WILKINSON.
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,151

號壹十伍百壹千肆萬第

日一十月六年及十二緒光

HONGKONG, MONDAY, AUGUST 3RD 1903

壹年禮 號三月捌年叁零百九千壹英港

PRICE, \$3 PER MONTH

HOT DAYS
ARE NOT SO DISTRESSING
AFTER USING
WATSON'S
EFFERVESCENT
SALINE.

IT MAKES YOU FEEL COOLER AND
BETTER ALL THE TIME.

A. S. WATSON & CO.,
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED 1841.

CUTLER, PALMER
& CO.'S

PRICES \$11.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. to 9.45 p.m. ... Every 10 minutes.
9.45 p.m. to 11.15 p.m. ... Every 15 minutes.
SUNDAY.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 10 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 10 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 10 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 10 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 10 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 10 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
NIGHT CARS as on Week Days.
SATURDAY.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS for arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HENDERSON & SON,
General Managers.
Hongkong, 5th June, 1903.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
In Casks of 375 lbs. net \$5.00 per Cask or Factory.
In Bags of 250 lbs. net \$3.50 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th May, 1903.

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following:-
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARS,
RICKSHAS STATED WITH DETAILING
TYRES AND BALL BEARINGS throughout.
Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-ensembling a
speciality.
MCKINLEY & CO.,
43 & 44, Queen's Road East.

THE LONDON DRAPERY
STORE, HONGKONG.

THE above will be opened as soon as the
necessary arrangements can be made
as an establishment for the sale of.

GENERAL AND FANCY
DRAPERY GOODS

suitable for the climate, and will be fitted
with the

NEWEST MODERN FIXTURES
AND FITTINGS

as now used in the Great Bon Marché of
Paris and London.

Further particulars will be given later.
Hongkong, 29th July, 1903.

VICTORIA HOTEL.
SHAMEN, CANTON.
BRITISH CONFESSION.

GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ Manager.
Canton, 1st October, 1901.

LANE, CRAWFORD & CO.
LADIES' DEPARTMENT.

JUST RECEIVED A NEW STOCK OF THE LATEST NOVELTIES

SUMMER COSTUMES

WHITE AND COLOURED MUSLIN.
GRASS LAWN, AND SILK AND LINEN.

LANE, CRAWFORD & CO.

THE CHINA LIGHT & POWER CO. LD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND
NEONST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to—
THE MANAGER OF WORKS AT HUNGHOM;
OR
SHEWAN, TOMES & CO., General Managers.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW BOOK.
MY COLONIAL SERVICE: Hong-
kong, &c., by Sir G. WILLIAM
DEB VOGUE, G.C.M.G.; 2 Vols. ... \$15.00
The Colonial Office List ... \$9.50
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Pitcher in Paradise, by A. M. Binstead
("Pitcher" of the "Pink Un") ... 2.50
Fishes: Their Composition and Analysis,
by Elyth ... 17.50
The Sea Coast Destruction: Littoral Drift
—Protection, by Wheeler ... 9.50
Bacteria in Daily Life, by Frankland ... 4.50
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Fives; Badminton Library Series ... 5.00
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Lange ... 6.75
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Archibald Little ... 17.50

On the Coast of Cathay Forty Years Ago,
by Blakeney, R.N. ... \$10.00
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The Hidden Shensi, by Nicholls ... 11.50
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The Cape and the Far East ... 6.50
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bell Praed; Special Edition ... 13.00
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Dr. Andrew Wilson ... 0.50
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CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT
\$22 PER DOZ.
This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal.

ANOTHER FINE COGNAC, 1850 per doz.
Less old than the above.

IMPERIAL BRANDY
\$12.50 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$22 PER DOZ.

11 Years old the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.75 PER DOZ.
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

DOURO PORT.
\$11.75 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$22 PER DOZ.
LA TORRE SHERRY,
\$18.50 PER DOZ.
A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—
D.O.M.,
\$43.75 PER DOZ. QUARTS.
\$45.50 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

FIRST AND FOREMOST

IN CONSEQUENCE OF THE SUCCESS ATTENDING THE INTRODUCTION
INTO THIS COLONY OF OUR "STONE GINGER BEER" AND THE STILL
INCREASING DEMAND, WE HAVE NOW, FOR THE CONVENIENCE OF OUR
NUMEROUS CUSTOMERS ADDED TO OUR LIST OF BEVERAGES A
COMBINATION OF PURE LONDON GIN AND GINGER BEER WHICH WHEN
ORDERING PLEASE ASK FOR

"CROWN BRAND STONE GINGER
BEER AND GIN."

WATKINS, LD., HONGKONG.

NEONST

NEONST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

HONGKONG ELECTRIC CO. OR SIEMSEN & CO.

SHERRIES

FROM GUTIERREZ HERMANOS, ZERES DE LA FRONTERA, BY SPECIAL APPOINT-
MENT PURVEYOR TO H. M. THE KING OF SPAIN.

	1 DOZ. BOTTLES	PER BOTTLE
VINO DE PASTO	\$11.00	\$1.00
MANZANILLA	\$13.50	1.25
AMONTILADO	\$17.00	1.50

INVALID'S SHERRY (VERY OLD) ... \$28.00 ... \$2.50
Apply to—
G. GIRAULT.

COTTAM & CO. FIRST-CLASS OUTFITTERS.

SHIRTS.

WHITE, PRINT, ZEPHYR, AND MATT SHIRTS.
SMART DESIGNS. STYLISH FINISH.

NOTICE.

CALDBECK, MACGREGOR
AND COMPANY

HAVE THIS DAY REMOVED TO THEIR FORMER

PREMISES,

15, QUEEN'S ROAD.

Hongkong, 1st August, 1903.

KODAKS,
FILMS,
PAPERS.

PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION.

DEVELOPING AND PRINTING
UNDERTAKEN.

GOOD WORK. PROMPT RETURN

THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

ACHEE & CO.

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL

Hongkong, 1st April, 1903.

KELLY & WALSH, LD.

NEW BOOKS BY ENGLISH MAIL

SIR WILLIAM DE VOGUE'S
COLONIAL REMINISCENCES \$16.00
TRENT'S TRUST, by Bret Harte ... 1.75
RICHARD ROBERT, by Maxwell Gray ... 1.75
LOVELY WOMAN, by Cresland ... 1.75
OVERDUE, by Clark Russell ... 1.75
CRICKET IN SOUTHERN CLIMATES, by
Warner ... 1.75
THE RED TRIANGLE, by Arthur Morrison ... 1.75
PEARSON'S MAGAZINE, New Vol. ... 5.50
YEAR BOOK OF PHOTOGRAPHY, 1903 ... 0.90
THE POINTS OF A RACE-HORSE, by
Major Gen. Sir John Hills ... 18.50
SWIMMING, by Holbein ... 0.90
THE WORLD'S CHILDREN, by Mortimer
Menpes; Coloured Plates ... 17.50
THE MASTER'S MASTERPIECES; 60
SUPERB PHOTOGRAPHS AFTER
60 CELEBRATED ARTISTS ... 13.50
FLODDEN FIELD, by Alfred Austin ... 4.25
RUSSIAN SELF TAUGHT ... 1.65
URIC ACID AS A FACTOR IN CAUSATION
OF DISEASE, by A. Haig; 6th
Edition; 75 Illustrations ... 12.75
MUNICIPAL PUBLIC WORKS: THEIR
ORIGIN, CONSTRUCTION AND
MANAGEMENT, by S. Whistler ... 5.50
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METHODS OF FEEDING INFANTS AND
YOUNG CHILDREN, by E. Cautley ... 6.50

PITCHER IN PARADISE, by A. M.
Binstead ("Pitcher" of the "Pink
Un") ... \$2.50
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Standiford ... 2.10
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F. M. Hotine ... 0.90
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PHOTOGRAPHY, by E. G. Conrad ... 2.10
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Pain ... 0.90
HOCKEY: A COCKNEY BURLESQUE, by
A. Neil Lyons ... 0.90
THE WORLD MASTERS, by Geo. Griffith ... 1.75
THE STAR DREAMER, by A. and E.
Castle ... 1.75
THE LIVING BUDDHA, by Roy Horman ... 2.00
THE COMPOSITE LADY, by Thos. Cobb ... 1.75
THE PEARL MAIDEN, by H. Rider
Haggard ... 1.75
THE LIFE IMPOSSIBLE, by "A Member
of Papet's Horse" ... 1.75
THE PRINCE OF PROSPERITY, by H. A.
Vachell ... 1.75

SANDOW'S DEVELOPERS.

SANDOW'S GRIP DUMBBELLS.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.
SOLE AGENTS.

OCCIDENTAL HOTEL.

FLGIN ROAD, KOWLOON.

25 Bedrooms, excellently furnished.
Bath to each room.

Dining-room and Cuisine under strict
supervision.

European and American Wines, Spirits, and
Bares.

POOL AND BILLIARDS.
English, American and Manila Newspapers on
file.

Terms: \$4 to \$7.00 per day; \$65 to \$120 per
month.

JAS. D. M. CAMERON,
Manager.
Hongkong, 6th May, 1903.

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened, under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hemphani*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Call Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.

INSURANCE

THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)

Premiums	Conditions
Moderate.	Liberal.
Annual Revenue ...	£1,300,000.
Invested Funds ...	10,000,000.
Claims Paid ...	21,000,000.
Assurances in Force ...	26,200,000.

"Only solid benefits, together with capital
organisation, and honourable and liberal
treatment of all who come in contact with
the Office could produce such a record as the
"Standard" has shown over since 1825." The
"Policy-Holder."
For Full Particulars apply to—
Messrs. DODWELL & CO., LD., Agents
[7-1891]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing,
Music, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Maître in attendance.
Ladies' Dress Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wine and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.

CHARGES MODERATE.

H. HAYNES,
Manager.

THE
PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June, 1903.

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Laundry Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902.

HOTEL CRAIGIEBURN.

BLUNKET'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 58.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900.

MACAO HOTEL.
(LATE HING-KEE HOTEL).

THIS favourite and long-established Hotel
is situated on the sea-front, commanding
a magnificent view of the harbour and adjacent
islands, and is open to the cool southerly breezes
in summer.
The Bedrooms are large, cool, airy, well
ventilated, and handsomely furnished.
The Cuisine is excellent and is under direct Euro-
pean supervision.
Picnic, Boating or Shooting Parties specially
catered for. A commodious and comfortable
stern-wheel Horseboat, with sleeping accommo-
dation for six passengers and every convenience,
is provided for the use of visitors, at reason-
able rates.
A Military Band plays in the Gardens, close
to the Hotel, three times a week.
Sea Bathing.
Steamers to and from Macao every morn-
ing and afternoon.
WM. FARMER,
Proprietor and Manager

vegetables of various kinds. Gentlemen provided with a small basket to which is attached a list of vegetables to be placed therein by lady. Start on Grass Course in front of Judge's box, ride up to flag and turn on to Mad Course (rolls removed), ride up to table, dismount and hand lady basket; lady fills basket with vegetables as per list, hands it back to gentleman, who then remounts and rides back to starting post. First past post with contents of basket correct as per list wins. In returning the baskets to be carried by full length of handle and the basket mouth not to be closed.

Mr. C. H. Ross, now by Mrs. Stedman, 1
Mr. J. Johnston, Miss Hawkeley, 0
Mr. E. R. Morris, Mrs. Gresson, 0
Mr. F. J. Lyon, Mrs. Slade, 0
Mr. N. H. Rutherford, Mrs. James, 0
Mr. H. Milward, Miss Wyllie, 0
Mr. G. Badham-Thornhill, Mrs. James, 0
Hon. F. H. May, Mrs. May, 0
Mr. H. J. Gedge, Mrs. Gedge, 0
Mr. W. J. Gresson, Mrs. C. Dickson, 0
Mr. E. A. Craig, 0

GO-A-YOU-PLEASE RACE. Start in front of Judge's box, and the round course, the competitor finishing in exactly four minutes for failing this the competitor finishing in nearest in (the time) to win. No watches allowed.

Mr. F. H. Lyon, ... 1
Mr. W. J. Gedge, ... 0
Mr. J. Johnston, ... 0
Mr. H. N. Rutherford, ... 0
Mr. W. J. Lyon, ... 0
Mr. G. Mackie, ... 0
Hon. F. H. May, ... 0
Mr. H. Milward, ... 0
Mr. W. J. Gresson, ... 0
Mr. E. R. Morris, ... 0
Captain Keller, ... 0
Major the Hon. H. W. Trevelyan, ... 0
Mr. G. Badham-Thornhill, ... 0

Mr. Inglis was the first to pass the post. His pace brought him in 3min. 27sec. Mr. Lyon calculated the time and pace more accurately and took almost exactly 4min. to ride round the course.

PAPER OBSTACLE AND STRAW SCREEN RACE.—Two hurdles, one water jump, and straw screen. Distance about 300 yards. Start on Mad Course opposite Judge's box, turn on to Grass Course at flag (rolls removed), and finish on Grass Course as usual.

Mr. J. Johnston, ... 1
Mr. N. H. Rutherford, ... 0
Major the Hon. H. W. Trevelyan, ... 0
Mr. W. J. Gedge, ... 0
Mr. G. Badham-Thornhill, ... 0
Hon. F. H. May, ... 0
Mr. H. J. Gedge, ... 0
Mr. W. J. Gresson, ... 0
Mr. E. A. Craig, ... 0
Mr. Johnston was easily. Messrs. Rutherford, Clark, and Craig were all thrown at the paper obstacle, but no one was hurt.

CORRESPONDENCE.

IMPERIAL SERVICE COLLEGE TRUST.

TO THE EDITOR OF THE "DAILY PRESS."
5, Knapshurst Place,
S.W., 4th July, 1903.

SIR,—For some time past a scheme for providing efficient, and at the same time, inexpensive public school education for the sons of naval and military officers (including colonial officers) and of members of our civil services, has been under the anxious consideration of an influential committee, of which I have been asked to act as Chairman. There is at the present moment no large public school wholly devoted to the benefit of these services. It is proposed to supply this need by the foundation of an Imperial Service College, the maximum inclusive fees of which shall never exceed £251 per annum; and in which, by sufficient endowments, a liberal provision can be made for those boys whose parents, or parents, could not afford even to pay this moderate amount. Distressing cases of need are common, more especially in the families of deceased officers; and the South African War has left many a widow with but too scanty means for providing her children with such an education as will enable them to make their way in the world. The education to be given in the Imperial Service College is intended to be of a thoroughly practical character; and a special feature will be a "Colonial Side," in which boys will be prepared for practical pursuits in various parts of the Empire.

The creation of such a school must necessarily be beset with enormous difficulties. Land may be bought, buildings may be erected, but the birth of a living school, in full working order, with wholesome spirit and good tradition, is not the work of a day, nor is it solely a matter of money. This difficulty has been met by an arrangement which has been made with the United Services College, whose existing organisation is on the exact lines desired. It is efficient, inexpensive, reserves the rights of its foundation for the sons of service officers, and has an exceptionally efficient headmaster and trained staff of undermasters. It is, however, inconveniently located; and can accommodate but a limited number of boys. The intention is to instal this College in buildings of sufficient capacity, on a well-chosen site within 100 miles of London, capable of accommodating 500 boys, with the requisite staff. The cost of building, equipping and endowing such a school has been carefully calculated; and the scheme is now ready for the precise and economical application of funds for its full accomplishment. I am sanguine enough to believe that the scheme will meet with hearty approval. Detailed information as to plans, estimates, organisation, etc., etc., will be supplied on application to Colonel A. M. Delvey, C.B. (late Assistant Military Secretary for Education), Penrhyn Lodge, East Twickenham. The Hon. Treasurer is Colonel Sir Reginald Hennell, D.E.O., 1, Whitehall Gardens; and any funds received will be placed under the Trusteeship of the Duke of Westminster, Admiral Sir E. R. Fremantle, G.C.B., and myself.—Yours, etc.,

CHELMSFORD,

Chairman, Imperial Service College Trust.

FOOCHOW.

The following items are from the Fochow echo of the 25th ult.:

The news conveyed in a letter from Kueibeng early in the month about a man-eating tiger being about in that district has had the effect of bringing down three sportsmen from Shanghai bent on bagging the noble beast, and it is to be hoped that they will be successful. They arrived per *Hecan* on Tuesday and started up the river the same evening for Kueibeng.

The growing rice in the extensive plain between the city and the Kueibeng range was reported in our last issue to be looking healthy and well and this was correct as far as appearance went. There is an abundance of good long straw, but the harvesting reveals a very disappointing state of affairs as regards the gain, inasmuch as little more than half of an average field is being obtained.

The head of the gang of thieves caught last week was allowed to escape in course of being removed from one prison to another, fully proving that whatever progress is being made in other directions reform among the police has not yet set in. However, the same audacious rogue was caught again while on another attempt at robbery in broad daylight, and will, it is hoped, be properly taken care of this time. This re-arrest has led to the discovery of the whereabouts of all the stolen property which will be returned to the owners.

Ten—Business in Foochow this week has been restricted to 3,500 half-chests, owing probably to the paucity of the stock on offer. The stock is only 16,480 half chests against 67,736 half chests last year. Oolong is neglected and the accumulated stock of this tea stands at 64,893 half chests against 2,000 half chests at the same date last year. The Export to Europe is 6,263,546 lbs. which is a little under that of last year to the same date.

There has been a good deal of talk lately about cultivating silk in the neighbourhood and there is no apparent reason for its not being one of the industries of the province. The argument that if there had been the slightest chance of success with it we should have had it with us as a trade long ago, may or may not be good. Nobody seems to know whether it has ever been tried.

RAILWAY RIVALRY IN CHINA.

Dr. Morrison writes to the Times under date Peking, June 28th:

The declaration made by Lord Lansdowne that Sir Ernest Satow was returning to Peking with definite instructions to press for more favourable treatment from China for British railway proposals has given satisfaction. Since I telegraphed on the 8th inst. the position has not sensibly altered, but four definite proposals have been formally presented by Mr. Townley, the British *Chargé d'Affaires*, to Prince Ching and the Wei-wu-pu. These proposals are—

(1) That China shall give a Government 5 per cent. guarantee for the Pekin Syndicate railway already partially constructed from the Wei river, Honan, to Tsechen, the centre of the South Shansi coal measures, on the same terms as have been granted to the Russo-Chinese Bank for the Chingtingfu-Taiyuan railway.

(2) That favourable running powers be granted to the Pekin Syndicate for the transport of minerals from their Shansi mines over the Franco-Belgian Peking Hankow main line as far south as Yen-cheng, including the bridge over the Yellow River soon to be begun. From this it will be seen that the Pekin Syndicate has abandoned their original scheme of connecting their Shansi mines by means of their own railway and their own bridge across the Yellow River to the Yangtze.

(3) That the British and Chinese Corporation and the Pekin Syndicate shall be granted jointly a concession to build a railway from Yencheng aforesaid to Pukow, opposite Nanking, on the Yangtze.

(4) That China shall give an assurance that if she constructs a railway from Hupoh to Sze, she will also construct a railway from Sze to Peking, and the assistance of foreign capital is required for the latter line. If this is done, the British will be first in the field. Of the four proposals there is no valid reason why China should not accept all; but to the clear-headed man who always thought and wrote like a Briton, ought to carry weight; he is as well-known in England as in France, but meets with more sympathy at the hands of the English than of those of his own countrymen, for whom he is too English—his only fault.

Spoken with authority, I now suggest that a compromise can be arranged whereby French and British railway interests can in some measure cease to be antagonistic. The Franco-Belgian Peking-Hankow railway desire to construct a branch line from Peking-fu to Tien-tsin in order to secure a short terminus for their trunk line. As will be remembered, they claimed a right to build this branch under an engagement given by Li Hung-chang to the Belgian Minister on April 9, 1901. The right, however, was challenged, and on April 29, 1902, China signed an agreement with Sir Ernest Satow stipulating that this branch, if ever built, should be built by the Imperial Chinese Railway Administration, and if foreign financial assistance were required, apply to the British and Chinese Corporation. On August 11, France assented to this engagement, with a proviso that the clause excluding foreign financial assistance except from a British corporation should be held not to apply to the Franco-Belgian syndicate. The result is a deadlock, and the railway is not built yet. Should it be only 100 miles in length it would unquestionably benefit the treaty port, where the British have vast interests. If an understanding could be arranged between the Franco-Belgian and British syndicates interested for the construction of this line, it is confidently believed that French opposition to the construction of the construction of the transverse line from Yencheng to Pukow would disappear, one being conditional on the other.

OUR PARIS LETTER.

Paris, 26th June.

ELECTORAL ECENTRICITIES.

Electoral eccentricities are sometimes carried to a ridiculous degree. The curious banquet which the Mayor of St. Ouen-sur-Iton proposes to give, by way of celebrating the coming *Fête Nationale*, to all his electors, nearly 2,000 in number, ought to ensure him re-election for some years to come. M. Guillemaud is able to boast of a record and extraordinary career; he never fears the result of the Municipal elections, as he has always up to the present been re-elected unanimously and that since three-score years. As his guests arrive inside the "banqueting hall," they will be classified into three groups; at one of the tables will sit the veteran voters, men between 60 and 90; at another, those from 40 to 60; the last table being reserved for boys of 30 and under. The condition imposed, that each guest will take away his knife, fork, and spoon, and as much food and drink as he can carry inside himself, or even inside his pockets; hands are to remain empty.

THE WEATHER.

Summer heat has set in with a vengeance during the last few days, and the metropolis has been rendered uncomfortable in which to dwell. Panama hats—which every one wears, for they suit both sexes equally well—are very "refreshing," so are white waistcoats and linen and alpaca suits and dresses. The tops of buses and trams are crowded, so is the *impériol* or outside seat of suburban trains. The Hautes Centrales look remarkably attractive; cherries, strawberries, and other seasonal fruits, thus vegetables coming in from all parts, thus making up for lost time. The country has greatly improved since the fierce solar rays followed the deluvian rain, thus curing many evils.

BALLOON ASCENT AT NIGHT.

The difficulties, not to say perils, of night ascents have yet to be conquered by M. Saucier-Dumont, who is restless in his quest for knowledge. Not being able to sleep, owing to the sultry weather, he decided a few evenings ago to astonish Parisians by attempting an ascent in the dark. Providing his airship with two very powerful acetylene lamps, he left his balloon-shed shortly after midnight, confident of once more achieving a record success, but fate on this memorable occasion ruled otherwise. He had scarcely begun circling round in his usual way, than he came in contact with some chimneys, and had other narrow escapes from trees. This was enough, and the aeronaut wisely decided to cut short his experiment, coming to the conclusion that night-time is not altogether suitable for navigable ballooning—as yet at least. His descent, like his departure, was hailed by cheers from a large crowd who felt very disappointed at not having been able to distinguish anything beyond the two shining lights; yet the balloon was only 100 feet above them.

BRITAIN'S FISCAL POLICY.

Mr. Chamberlain's new fiscal policy is causing a great deal of interest in France, and the Protectionist party is closely watching developments in England in consequence. It was only natural that the Colonial Secretary's proposals would draw out M. Yves Guyot, and invite him to say a few words on Protection. "Not only does Protectionism plunge the country which adopts it into a war of tariffs with all other countries," remarks M. Guyot, "but even within the country it rouses a spirit of antagonism in every district which thinks itself sacrificed to other districts, and in every industry which demands to be protected over and above other industries, and at their expense. In fact, under Protectionism, economic rivalry gives place to political rivalry." M. Yves Guyot further tells us that the Protectionist spirit cuts France into sections. It is mere delusion to suppose that differential tariffs draw closer the bonds of solidarity between the United Kingdom and the self-governing Colonies, as every colony believes it is sacrificed to the other. These views as expressed by such a well-known and clear-headed man, who always thought and wrote like a Briton, ought to carry weight; he is as well-known in England as in France, but meets with more sympathy at the hands of the English than of those of his own countrymen, for whom he is too English—his only fault.

FRENCH MOTORISTS.

The solving of the police difficulty in the Gordon-Bennett race, has not been followed by anticipated results so far as France is concerned. The number of French visitors to Ireland shows no signs of increasing; nor is there any very marked enthusiasm displayed on the occasion of the International Cup. Despite all the efforts made by the Automobile Club of this City to create and increase interest, competitors remain few. The fact that it is necessary to undergo two ten-trips in order to reach the scene has discouraged a great number of people; besides the unpleasant memories of the shopping Paris-Madrid race are still too green; the calamity has damped the spirits of more motorists than was at first imagined. The few that will compete have brought over with them some very powerful cars, which ought to give a good account of themselves during the exciting race.

THE PRESIDENT AND SCOTLAND.

Much as M. Loubet would have wished to do so, he cannot be expected to achieve the impossible. His time is ever limited, hence he has had to "decline with thanks" the invitation of the Edinburgh Corporation to visit any case the Scottish welcome came too late. No French ruler, strange to say, ever visited Bonnie Scotland, although it sheltered plenty of exiles of the Royal House of France. The French President who is a well-read man is also well aware that several Scottish Queens were Frenchwomen, and that the alliance between the two countries is of old standing. The visit to *Edouard* is only a

postponed pleasure, like those to other parts of the United Kingdom.

THE PREMIER.

The President of the Chamber of Deputies is anything but a happy man; though a strong advocate of peace and concord himself, he has almost given up all hopes of converting the other members to the same "religion." Beyond a week's order, nothing is certain. French deputies, like Irishmen, are never more in their glory than when quarrelling, and of late striking; their character seems to become more and more inflammable, and as for being roused to passion, the least remark, or the smallest insignificant incident, suffices to make them put on the war-paint and feathers. The re-election and appearance of M. Syveton as leader of the Nationalists last Monday was enough to provoke a general disturbance. He insisted on taking his seat before his election had been reported; this breach of political law gave rise to the wildest scenes, in which other peace-disturbers joined. While the tumult was going on, M. Combes rang his bell, but the latter has long ceased to act as a restorer of order, and both are laughed at, finally M. Syveton was allowed to retain his seat and the Chamber resumed its quiet aspect.

CREMATION IN FRANCE.

France considers herself as the pioneer of cremation. Certainly she has done more to promote cremation up to the present, than any other country; she is far ahead of Great Britain, as statistics attest. The number of dead bodies cremated in France in 1902 was 29,476, as compared with 2,527 in the United Kingdom. The United States ranks as second to France, with 15,984 bodies, Italy next with 4,383. There are 90 crematoria in existence in the world now. From a sanitary point of view, cremation ought to be more generally encouraged, especially since fees have been reduced. The idea is still horrible to many people, but the thousands and thousands of acres of land that could be "economised" and turned to good account by farmers were cremation to become more popular, is wonderful to calculate. For all that, burial will never be dispensed with, though detrimental to the health of inhabitants.

EXPULSION OF THE RELIGIOUS ORDERS.

The Yellow-book just issued dealing with the expulsion of the religious orders from this country contains nothing absolutely new. It is merely a collection of the diplomatic papers exchanged between the French Government on the important subject, which continues to excite so much disturbance. M. Nisard, French Ambassador at the Vatican, writing at the beginning of January, 1903, stated that the Pope had given instructions to the Papal Nuncio in Paris to prevent the spread of political agitation among French bishops; while at the close of the same year, His Holiness wrote to Cardinal Richard condemning the Bill dealing with the matter. Cardinal Rampolla blames the French Government for having put such a "misinterpretation" on what the Pope had written, which was altogether misunderstood in France. To attempt to put pressure on the French Parliament never entered the head of His Holiness. However, the relations between the French Government and the Vatican have been none too cordial for some time, and it is to be hoped that the state of affairs will not be further complicated by insisting on the Pope receiving M. Loubet, when in Italy. His Holiness's refusal is likely to cause greater friction.

THE KHEVIE.

The Khedive's passing visit through Paris was short and sweet; there is no doubt but that the detectives told off to watch over his safety were so zealous in the execution of their duties, and allowed His Highness to do more as he liked, he might have stayed longer. The Khedive, who loves freedom of action above all things, kept his bodyguard well employed watching after empty carriages; they were tricked on several occasions, thanks to the astuteness with which their "charges" entered cabs and got out of the other side unperceived. One could not suppose a smile at reading of the various subterfuges adopted by the young ruler of Egypt, who paid all the detectives in a princely manner none the less. He feels more at home in London, where he has safely arrived and been warmly welcomed by those who did so much for his country.

AN ENGLISH LEVIATHAN AT MARSEILLES. Quite a handsome collection could have been made had the captain of the monster English cargo-boat *Jason*, which arrived a few days ago at Marseilles, charged fifty centimes (5d) or even less than 10 sous to all carteries willing to go on board the levitation for curiosity's sake. Norvell to the revolution of the inhabitants of Marseilles did such a grand vessel ever honour them with a visit. No sooner did she enter the port than she was surrounded by thousands anxious to catch a glimpse at the *Jason*; her immense size and numerous masts alone commanded attention, and sufficed to attract. Powerful as the French mercantile marine is, she cannot boast of numbering among its fleet a vessel of 13,000 tons, with some 10,000 tons of cargo on board, a crew of 68, and close upon 60 odd passengers. The sight of so huge a ship has impressed the French immensely, and done their eyesight to "crack" with the side of the English vessel. The proceeds of the collection could have gone towards laying down the keel for a French *Jason*!

CYCLE RACES.

The weather being superb, the Paris Volodroms were crowded last Sunday to excess by cosmopolitan visitors, anxious to see the International Cyclists' Grand Prix Race. The contest was very exciting, though disappointing to many spectators. The defeat of the favourite, a Danish racer, who dropped out at the final lap, partly through his own fault, having shown unwillingness to take his lead until late, was unexpected by sportsmen. The race, which was about 1,600 yards in length, was won by the Dutchman Meyer, the Cornish Champion (who won the same event last year) in 5 m. 47.4 sec. The race of the Dutchman, by the sudden crowding of the Dutchman, the other two competitors also rode to their speed. It was then that Meyer suddenly set off a fierce pace, which his rivals were unable to follow, and won the race.

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[1243]

QUESTIONS ON THE FAR EAST IN PARLIAMENT.

RAILWAYS IN CHINA.

On June 29th Sir C. Dilke asked the Under Secretary for Foreign Affairs whether the negotiations commenced four years ago by the Pekin Syndicate to obtain permission to construct a railway to the Yangtze River had advanced beyond the recognition of the claim 12 months ago by Prince Ching to Sir Ernest Satow, if so, what was the present state of the negotiations?

Viscount Cranborne: The reply to the first part of the question is in the affirmative, but the negotiations which are proceeding with the Chinese Government in regard to this as to other railway questions are not yet concluded. I am afraid I am not able, at this juncture, to give any particulars as to the present state of the negotiations.

Sir C. Dilke asked the Under Secretary for Foreign Affairs whether the German Government claimed the monopoly of railway construction in the valley of the Yellow River on account of its being within the *hinterland* of the Province of Shantung; if so, whether His Majesty's Government recognised such right?

Viscount Cranborne: The condition of the British and German Syndicates interested in the development of the valley of the Yellow River and its communications towards the South is described in the Parliamentary Paper, China, No. 1, 1899, p. 214. I have nothing to add, in explanation of the attitude of the German Government and of His Majesty's Government, to what is contained in those papers.

CHINESE CUSTOMS IN MA-CHOW.

On July 1st, Sir C. Dilke asked the Under Secretary for Foreign Affairs whether any arrangements had yet been made for collecting Chinese Customs duties on goods entering Manchuria which had been landed at Dally, or which was refused in Newchwang?

Viscount Cranborne: At present goods entering China via Dally have free entry, but His Majesty's *Chargé d'Affaires* at Peking has reported that an arrangement has been practically concluded by which a Custom house would be established at Dally on the same conditions as that at Kiacow. This means that goods imported via Dally would pay the same duties as at Newchwang.

SHARE REPORT.

Messrs. Erich George & Co. say in their weekly sheet 1st, dated Hongkong, 1st August:—As the depression in our market continues in sympathy with the state of affairs in the North, little in the way of business has come under our notice and there is consequently little of interest to chronicle. The rates on Shanghai have improved to 7 1/2 for a 47 1/2, and have improved to 7 1/2 for a 47 1/2, and have improved to 7 1/2 for a 47 1/2.

BANKS.—Small transactions in Hongkong and Shanghai have been reported at 88 1/2, leaving the market with sellers at 88 1/2, 10s. The half-yearly report for the period ending 30th June, 1903, of this Bank has appeared in print, from which we take the following figures:—The net profits (inclusive of £1,435,472 7/2 balance brought forward from last account) show the result of \$3,590,683.17. The directors recommend the transfer of \$500,000 from the profit and loss account to credit of silver reserve fund, which will then stand at \$6,000,000; write off Bank premises amounting to \$200,000, on an exchange of 1s. 8d. shillings at \$1,440,000, (to appropriate \$15,000 as remuneration to directors and to carry forward the balance of \$1,435,683.17 to new account. The meeting will be held on the 15th August, 1903, at noon; the register of transfers will be closed from 1st to 15th August, both days inclusive. National notes are in demand at £27.

MARINE INSURANCE SHARES.—Unions have sold at \$600. China Traders were dealt in at \$63 down to \$62 which is the last sale reported. North China and Yangtze are steady at quotations and Cautious have small buyers at \$130.

FINE INSURANCE SHARES.—Hongkongers are quiet at \$32 1/2 and China Fires at \$87 after sales at \$88.

SHIPPING SHARES.—Canton and Macao may be placed at \$3. Indo-China have ruled very quiet during the week, gradually receding in price; there are 1c1 sellers at \$94, probably one point lower, whilst the latest quotation for the North is 7 1/2 which is the last sale reported. D. Hughes changed hands at \$40, about \$33 1/2. D. Hughes changed hands at \$40, about \$33 1/2. D. Hughes changed hands at \$40, about \$33 1/2.

MINING SHARES.—Nothing new has transpired.

DOCKS, WHARVES AND GODOWNS.—Whampoa Docks have advertised their ordinary half-yearly meeting of shareholders for Monday, the 24th August, at noon. The transfer books of the Company will be closed from the 10th to 24th August, both days inclusive. Shares have ruled weak and close with sellers at \$12 1/2, whilst buyers keep aloof in the expectation of lower rates. Kowloon Wharves have buyers at \$88; New Amoy docks are in demand at \$37 1/2, and

Farmhouses, according to late telegraphic advice from the North, have buyers at 17s. 15d.

LANDS, HOTELS AND BUILDINGS.—Land investment shares are wanted at \$155 or the interim dividend of \$5 paid on the 28th inst. West Pointers are quiet at \$50; ex interim dividend of \$1.50 paid on 28th July. Hongkong Hotels could be placed at \$150; and Humphreys Estates are on offer at \$12.

COTTON MILLS.—No change in the business reported.

IRISHMANOUS.—Very little under this heading has transpired. Ties are in demand at \$250 or the dividend of \$4 paid on July the 28th, and Steam Water-boats have advanced to \$144. William Powell, Limited, have issued their report for the second ordinary general meeting of shareholders to be held on 5th August, 1903, at noon. The profit and loss account, including the sum of \$4,182.85 brought forward from 30th June, 1902, shows a credit balance of \$29,961.39 which the directors propose to appropriate as follows: to pay a dividend of 10 per cent. amounting to \$12,000.00, write off stock on hand \$7,000.00, write off fixtures and fittings \$1,565.85, write off goodwill \$1,265.40, write off bad debts, \$371.72 and to carry forward to new account \$1,757.42.

LATEST STEAMER MOVEMENTS.

The N. D. L. steamer *Kaiserin*, carrying the German Mail with dates from Berlin of the 7th July, left Shanghai on Friday, at noon, and may be expected here on or about Tuesday afternoon.

The Imperial German mail steamer *Prinz Heinrich* left Shanghai, via Foochow, on the 1st inst., at 6 a.m., and may be expected on the 5th inst., a.m.



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Hongkong, 24th June, 1903. [1818]

TO LET—UNFURNISHED

"COOMBE" MAGAZINE GAP.
Available from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LISAUGHT,
153, Wanchai Road.
Hongkong, 15th April, 1903. [1153]

TO LET

NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st July, 1903. [73]

"TANG YUEN."

BOARDING ESTABLISHMENT.
SUMMER RATES. European Super-
vision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Macedonell Road;
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [691]

M. MATHABY.

PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL
(Entrance by Zetland Street).
Opposite Messrs. Kelly & Walsh, Booksellers.
Hongkong, 11th July, 1903. [1987]

BOARD AND RESIDENCE

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

BOARD AND RESIDENCE

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATTHEW,
2, Foddar's Hill
Hongkong, 1st January, 1892.

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 30th June.
The elections for the Reichstag which were
going on at the time of my last letter have
resulted in the return of three social democrats
in spite of most strenuous exertions by the
parties of order. "They can no longer be
accused of supineness, since 82 per cent. of the
total number of electors were polled.
But to go on with Professor Brentano's
paper; he produces the following table, calculated
in millions sterling:

Imports from—Exports to	Imports from—Exports to
Foreign Countries	British Colonies
1890... 324	334
1891... 336	216
1892... 326	210
1893... 313	199
1894... 314	195
1895... 321	210
1896... 348	206
1897... 357	207
1898... 371	204
1899... 378	235

in order to show that the trade of Great Britain
with her colonies is barely one-third of that with
other countries and further that whereas im-
ports from the latter have during the above
period increased 16.5 per cent. and exports to
them 1.9 per cent., imports from the colonies
are only 11 per cent. more whilst the
exports have remained stationary; in fact
if the year 1899 be left out, when the war in
South Africa may have affected both exports and
imports, there is no increase apparent. There-
fore British trade with the rest of the world is
not only three times as important as that with
her dependencies but has also developed more
rapidly. The colonies have long felt this and
in order to encourage trade with the mother
country, Canada a few years ago granted her
preferential rates, an example which the
Australian commonwealth and other colonies
seem more or less inclined to follow. But in
return they expect their exports to be favoured
in a similar manner, but as they consist chiefly
of foodstuffs and other raw produce which
enter the U. K. duty free, it would for
that purpose become necessary to impose
duties, and the extraordinary spectacle
would then be witnessed of the mother
country taxing her food supplies, not for the
benefit of the British farmer, but for that of his
colonial competitor. The Professor says that
he has already on a former occasion pointed out
the mistake of considering the imposition of a
duty on corn as a return to the old mercantile
system. It was in the first place a financial
measure, but the underlying idea was to
obtain an object of barter with the colonies;
the first step taken successfully, others would
speedily follow. The compensation offered by
the colonies in the shape of a partial reduction
of the duties on goods imported from Great
Britain is of doubtful value, as owing to the
sparseness of their population, their require-
ments as seen above are limited.

The question arises, Are the English people
willing to make the sacrifice demanded of
them? Mr. Chamberlain admits that if they
are not his scheme fails to the ground, but he
holds out a sop to the labouring classes, who
would naturally suffer most by a duty on
breadstuffs, &c., by promising them that the
proceeds shall go to the creation of an "old-
age pension" fund. In this he is more
generous than the German agrarians whom he
copies, for they only purpose devoting one-
tenth to that object. What, however, will
become of the pension fund, which is to be
dependent on the import duties, if the
latter, as the supplies from the colonies
increase and perhaps in the course of
time monopolise the British markets
altogether, gradually grow less and less? No
wonder, therefore, that the working classes
express little sympathy with Mr. Chamberlain's
plans, nor do the middle classes seem more
disposed to support them. It has already been
shown that the excess of imports over exports
has been growing rapidly in the U.K. during
the last fifty years. The difference has not been
paid for in cash, as the imports of bullion into
the country have somewhat exceeded the
exports, particularly during the last twenty
years, but must be considered apart from
commissions and freights, &c., earned by the
British merchant and shipowner, as a payment
in kind of the interest due on English capital
invested abroad. The British capitalist
occupies a similar position to that of the Irish
absentee landlord, whose rent was paid by
increased exports whilst the native industries
sickened and died for lack of custom and the
British manufacturers supplied the wants of the
absentees.

The effect of a protective tariff would be to
reduce the income derived from foreign invest-
ments by the amount of duty levied in goods sent
in payment thereof; the capitalist would there-
fore get a poorer return from the money placed
already and his purchasing power of British

manufactures would diminish in proportion.
It having been computed that the total amount
due from abroad for interest on British capital
is in round numbers 100 millions sterling,
any falling off must be severely felt at home.
So far the British capitalist seems to have pre-
ferred non-British countries to the colonies for
investing his money, but even if it be part of
Mr. Chamberlain's scheme to change this, the
colonies are not at present in a position to use
such vast sums. It is therefore easy to understand
why the middle classes show so little enthusiasm
for a change in the fiscal policy of the country;
still where national sentiment and popular
passions are appealed to, it is difficult to gauge
even at the final issue.

Should Mr. Chamberlain succeed in carrying
out his plans, it would revolutionise trade, and
Germany too would suffer, for to other countries
does she export such quantities of goods as to
Great Britain, although a great proportion
of them are shipped in transit. The worst,
however, would be the creation of another
great protectionist state, containing some
of the greatest markets in the world for the
sale of its goods and industries which
in many branches still defy competition.

We should see a number of states, hedged in
by high protective tariffs, warring commercial
wars with each other. The inhabitants would
be compelled to supply their wants by buying
home-made goods at prices a little below the
cost-price of foreign ones plus the duty; the
profits manufacturers would thus make in the
home trade would enable them to sell their
goods at reduced rates in foreign markets.

Monopoly prices would rule everywhere,
checked only to some extent by cheap offers
from abroad. Competition between the different
countries would grow keener than ever. Vast
trusts and combines would be the natural out-
come, but only the most intelligent manage-
ment of such would enable a country to hold its
own in the struggle.

The Professor, however, is of opinion that too
many interests are jeopardised for Mr. Cham-
berlain's ideas to be adopted in their entirety;
something else may result from them. Mr.
Chamberlain and Mr. Balfour having both
directed the attention of their audiences to
the danger of the American trusts and German
cartels, which allowed manufacturers to sell
cheaper in the English markets than at home,
and suggested special duties on such articles
as the only means of banking this unfair com-
petition, the idea elicited general applause.

A further and development application of the
principles of surtaxes, as adopted by the con-
ference on sugar-bounties, held at Brussels,
would deal a death-blow to protectionism and
most ultimately lead to general free-trade.

INTERNATIONAL HAIR-DRESSING
SALON.
The undersigned has purchased the above
business, and will henceforth carry on
same on his account.
HAIR-CUTTING, SHAVING, &c., executed
at reasonable rates by experienced barbers.
Boots, Shoes, Manila Uppers and Oligettes
on sale at very moderate prices. Shortly
expected a large consignment of best Perfumery
and Toilet Requisites from London, Paris and
America which will be offered on sale at very
cheap prices.
V. ATIENZA.
Hongkong, 9th July, 1903. [1967]

MITSE BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.
CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scots' and Engineering Code
Used.
DOCK No. 1 (at TATEGAMI).
Extreme Length... .. 523 feet.
Length on Blocks... .. 513 "
Width of Entrance on Top... .. 89 "
Width of Entrance on Bottom... .. 77 "
Water on Blocks at Spring Tide... .. 261 "
DOCK No. 2 (at MUKAJIMA).
Extreme Length... .. 371 feet
Length on Blocks... .. 350 "
Width of Entrance on Top... .. 65 "
Width of Entrance on Bottom... .. 53 "
Water on Blocks at Spring Tide... .. 22 "
"PATENT" SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.
THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE 1677
WINCHESTER CARABINES
12 SHOT REPEATING. CALIBRE 44.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers
ALSO CARTRIDGES IN STOCK.
LUTGENS, EINSTMANN & CO.,
14, DES VOUX ROAD. [2742]
ROYAL AERATED WATERS
MANUFACTORY.
If you want a drink of health,
If it is true that health is wealth,
If you'd take your proper place,
If for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Fountains many from which to choose,
Our list of drinks will you amuse
Apply to—
F. P. DANENBERG, Manager.
Factory & Office—West Point, Telephone 367
Depot—Ice House Street, Telephone 374.
Novel Specialities: Best in the Far East.
Refreshing and invigorating drinks of the
season. Just Produced, Long-Life, Non-Intoxi-
cating and Excellent Beverages.
Hir-Oes, Winter Stout, Strawberryade,
Able-Champagne, Orange Champagne, Hop
Ale. [117-2]

When Your Joints
Are Stiff
and muscles sore from cold or
rheumatism, when you slip and
sprain a joint, strain your side or
bruise yourself, Perry Davis'
Painkiller will take out the
soreness and fix you right in a
jiffy. Always have it with you,
and use it freely. USE
Painkiller
[1132-1]

WM. POWELL, LD.

GENERAL DRAPERS AND HIGH-CLASS DRESSMAKERS.

Ladies' and Gent's Fine Quality PANAMAS. A Fine Assortment of FLOWERS,
MUSLINS, RIBBONS, LACES, &c.

New CHATALAIN BAGS and FANCY GOODS.

The latest in MERCERISED MUSLINS, ARMEUR SILKS, ALPACAS,
GRENADINES and Fine BLACK DRESS GOODS.

GENTLEMEN'S DEPARTMENT.

LIGHT SUMMER SHIRTS, HATS, HALF HOSE, BOOTS, &c., &c.

ASK TO SEE THE NEW MOUNTAIN PICNIC TENT, CAN BE CARRIED AND
FIXED BY ANYONE.

JUST RECEIVED.

A shipment of

PORCELAIN CIGAR CASES

for household use. Capacity—One and Two Hundred Cigars each.

Guaranteed to keep Cigars dry in a damp climate, and moist in a dry climate, combin-
ing utility with beauty and security, with a perfect preservation of Cigars. Would be pleased
to have you inspect these PORCELAIN CIGAR CASES.

KRUSE & CO., CONNAUGHT HOUSE.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS FACTORY: CAIRO, EGYPT
EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

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CANTERS IN SOUTH AFRICA.

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CALCUTTA... 4, DALHOUSIE SQUARE.
RANGOON... 72, MERCHANT STREET.
LONDON... 19, BASINGHALL ST., E.C.

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NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

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DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

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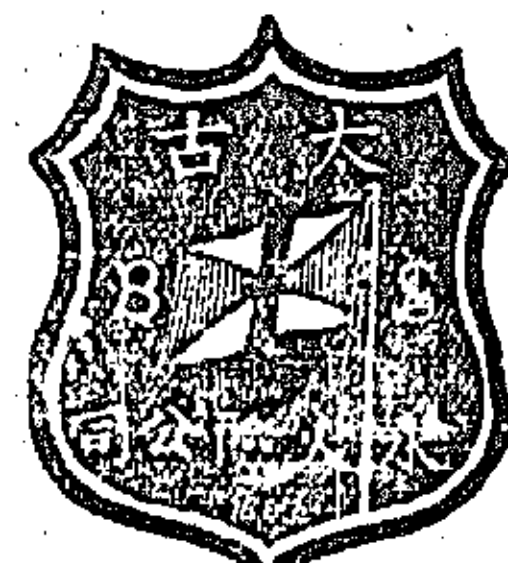
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325

BUTTERFIELD & SWIRE



Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Hongkong, 10th June, 1903.

[1319-2]

JAPAN COALS.

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SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotsu, Mamoda, Mannoura, Onoura Otsuji,
Sasahara, Teabakuro, Yoshinotsu, Yoshio, Yunkibara, and other Coals.

N. INUZUKA, Manager, Hongkong.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"TEUGER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

OUTWARDS.

FOR	STEAMERS	TO
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"NINGCHOW"	On 10th August.
	"DEUCALION"	On 6th September.

The s.s. "AJAX" left Victoria (B.C.) on the 16th inst. for Japan and Hongkong.
For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th July, 1903.

[10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
SHANGHAI	"SINGAN"	On 3rd August.
MANILA	"HUNAN"	On 5th August.
MANILA	"TSINAN"	On 10th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	On 10th August.
MANILA	"SUNGKIANG"	On 12th August.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 3rd August, 1903.

[11]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PRINZ HEINRICH	THURSDAY 6th August
SACHSEN	THURSDAY 26th August
* KLAUSCHOU	THURSDAY 30th September
BAYERN	THURSDAY 17th September
ZIETEN	WEDNESDAY 14th October
SEYDLITZ	WEDNESDAY 25th October
ROON	WEDNESDAY 11th November
PREUSSEN	WEDNESDAY 25th November
* HAMBURG	WEDNESDAY 4th December
PRINZ HEINRICH	WEDNESDAY 23rd December
KONIG ALBERT	WEDNESDAY 23rd December

STEAMERS	SAILING DATES
* KLAUSCHOU	WEDNESDAY 6th January
SACHSEN	WEDNESDAY 20th January
BAYERN	WEDNESDAY 3rd February
SEYDLITZ	WEDNESDAY 17th February
ROON	WEDNESDAY 2nd March

ON THURSDAY, the 6th day of August, 1903, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on TUESDAY, the 4th August, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 5th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 5th August.
Content: (1) Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels will not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 3rd July, 1903.

[15]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardesses carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	H. S. Smith	3376	Thursday, 6th August, at 11 A.M.
"ROHILLA MARU"	E. P. Bishop	3369	Tuesday, 11th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 14th July, 1903.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"CAIRI"
Captain Belsito, will be despatched as above on WEDNESDAY, the 12th August, at 12 o'clock. At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 31st July, 1903.

THE Russian Steamer
"EDUARD BARY."
Captain Teronov, will be despatched on or about SATURDAY, the 15th August.
For Freight, apply to
BRADLEY & CO., Agents.
Hongkong, 31st July, 1903.

THE Austrian Lloyd's Steam Navigation Company.
STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
The Company's Steamship
"MARQUIS BACQUEHEM."
Captain Rassovitch, will be despatched as above on THURSDAY, the 20th August, at 4 p.m.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Princes' Buildings.
Hongkong, 28th July, 1903.

SHIRE LINE STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Steamship
"MERIONETHSHIRE."
Captain G. C. Cuny, will be despatched as above on or about MONDAY, the 24th August.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 31st July, 1903.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 128, Cross Street, Road Central.
Hongkong, 30th June, 1903.

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.00 A.M.; from Macao (week days) at about 2 P.M. and (Sundays) about 8 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1.50. Return Ticket \$2.50.
3rd Class \$1. Steerage 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5.
Wharf—Opposite Central Market.
The Steamer runs on Excursion Trip Every Sunday in Summer.
SAM WANG & CO., LTD.,
31, Queen's Road Central.
Hongkong, 25th July, 1903.

DON'T BE LATE!!!
AMERICAN WATER MELONS
are now just in season and beat everything on the market. Come quickly or else the season will be over.
CHING SHAN CHAN,
Central Market.
Hongkong, 25th July, 1903.

NOW ON SALE.
DIRECTOR OF PROTESTANT MISSIONARIES
IN CHINA, JAPAN AND COREA
FOR 1903.
WITH ALPHABETICAL LIST.
88 PAGES, BOUND IN CLOTH AND LETTERED, 51 PAPER COVER, 60 Cents.
On Sale at
AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai.
Mr. EDWARD EVANS, Missionary Home, Shanghai.
Messrs. KELLY & WALSH, Ltd., Hongkong.
Shanghai and Yokohama.
Messrs. W. BREWER & Co., Hongkong and Shanghai.
YOUNG CHONG BOOK STORE, Swatow.
Messrs. A. S. WATSON & Co., Amoy.
Messrs. A. S. WATSON & Co., Poonchow.
Messrs. H. BLOW & Co., Tientsin.
Messrs. HODGE & Co., "Seoul Press," Seoul.
"NAGASAKI PRESS" Office, Nagasaki.
"KORE CHRONICLE" Office, Kobe.
The "DAILY PRESS" Office, Hongkong; and at the London Office, 131, Fleet Street.
Hongkong, 1st January, 1903.

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"SITHONIA."

Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th August at 3 P.M. No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th July, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"VALETTA."
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:
From London, &c., ex s.s. Victoria.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. To-day, the 31st inst.

Goods not cleared by the 6th August, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 31st July, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"NESTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th inst.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 5th prox.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 5th prox. will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 10th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th July, 1903.

STEAMSHIP "TONKIN."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex s.s. Dordogne, and from Bordeaux ex s.s. President Leroy Lallier, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 29th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Tuesday, the 4th August, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 4th August, or they will not be recognised.
All damaged packages will be examined on Tuesday, the 4th August, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 29th July, 1903.

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship
"KAMAKURA MARU"

having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, the 28th inst.
Goods not cleared by the 4th prox. will be subject to rent.
All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 7th prox., or claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 28th July, 1903.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES," FROM TACOMA, VICTORIA, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LD., Agents.
Hongkong, 28th July, 1903.

GRIMAULT'S
SARSAPARILLA
A TRUE BLOOD PURIFIER

CLEANSE YOUR BLOOD
WITH GRIMAULT & Co's
SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAULT & Co
8, rue Vivienne, PARIS (France)
Sold by all dealers.

Benger's
Food

For INFANTS, INVALIDS, and the AGED.

The Lancet describes it as
"Mr. Benger's admirable preparation."

The British Medical Journal says: "Benger's Food has by excellence established a reputation of its own."

No further testimony is necessary.
BENGER'S FOOD is sold in Tins by Chemists, &c., everywhere.

DINNEFORD'S
MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

THE PERFECTION OF NATURE AND ART.
Manufactured by a special process, securing high concentration of the nutritive, stimulating and refreshing properties of the finest Cocoa Beans.

van Houten's
Cocoa

PURE SOLUBLE
Is to-day in daily regular use in every country in the world. Try it, you will find it the most nourishing, digestible and delicious of all Cocos, besides being

THE MOST ECONOMICAL IN USE.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Brock, at Weihaiwei.
Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, en route Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Japan.
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei.
Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Weihaiwei.
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Weihaiwei.
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. F. M. Leake, en route Hongkong.
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, en route Hongkong.
Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Weihaiwei.
Eolipse, cruiser, 5,000 tons, 11 guns, Captain Stokes, Weihaiwei.
Esperance, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Weihaiwei.
Fame, torpedo-boat destroyer, 300 tons, 6 guns, 3,700 h.p., in reserve.
Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, Bahring Sea.
Glory, battleship, 12,350 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, Weihaiwei.
Hasty, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. H. L. Wells, Weihaiwei.
Humbler, sloop, 1,640 tons, Comdr. John D. Carter, Weihaiwei.
Janus, torpedo-boat destroyer, 230 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Cyril Asser, Weihaiwei.
Kinsale, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on Yangtze.
Mooroon, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River.
Mutine, sloop, 930 tons, 10 guns, Comdr. C. W. M. Flenderath, en route Hongkong.
Ocean, battleship, 12,350 tons, 16 guns, 13,500 h.p., Captain R. F. O. Foe, C.M.G., Weihaiwei.
Otter, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. G. C. Codrington, Weihaiwei.
Phonix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Singapore.
Rambler, surveying-ship, 383 tons, Capt. Morris H. Smyth, Shanghai.
Rinaldo, sloop, 930 tons, 6 guns, Comdr. D. St. Aubyn Wake, Singapore.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John C. Irven, West River.
Rosario, sloop, 930 tons, 6 guns, 11,400 h.p., Comdr. Thos. Jackson, Singapore.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Murray MacG. Lockhart, on West River.
Siring, 2nd class cruiser, 3,600 tons, Capt. C. H. H. Moore, Hongkong.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.
Sparrowhawk, torpedo-boat destroyer, 300 tons, in reserve.
Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve.
Tallbot, cruiser, 3,900 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, Weihaiwei.
Tamar, receiving ship, 4,800 tons, 6 guns, Comdr. Rolleston, A.D.C., at Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. E. F. R. Dagmore, on Yangtze.
Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, on Yangtze.
Tweed, gunboat, 362 tons, 3 guns, 240 h.p., on Yangtze.
Vengeance, battleship, 12,950 tons, 12 guns, 13,500 h.p., Comdr. Leslie Stuart, C.M.G., at Hongkong.
Vestal, sloop, 930 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Forquhar, Yangtze.
Vingo, torpedo-boat destroyer, 360 tons, in reserve.
Waterwitch, surveying-ship, 620 tons, 45 h.p., Comdr. B. C. Hardy, Weihaiwei.
Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,900 h.p., in reserve.
Wivron, coast defence ship, armed, 2,750 tons, 1,000 h.p. in reserve, at Hongkong.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Brock, at Weihaiwei.
Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, en route Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Japan.
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei.
Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Weihaiwei.
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Weihaiwei.
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. F. M. Leake, en route Hongkong.
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, en route Hongkong.
Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Weihaiwei.
Eolipse, cruiser, 5,000 tons, 11 guns, Captain Stokes, Weihaiwei.
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